



## Federal Aviation Administration

### PILOT GUIDE TO FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (FAROS)

The Federal Aviation Administration (FAA) is evaluating the Final Approach Runway Occupancy Signal (FAROS) system, an experimental system intended to prevent landing on occupied runways. By "flashing" the Precision Approach Path Indicator (PAPI) lights, FAROS provides pilots on approach with an immediate and direct notification that the runway is occupied.

The FAROS system monitors specific zones on the runway to determine if taxiing aircraft or surface vehicles are in those activated areas. These activation zones are in areas where there is frequent ground traffic that could present hazards to landing aircraft. When a vehicle is detected in an activation zone, the PAPI lights for Runway 30 will flash, indicating to airborne pilots that the runway is occupied.

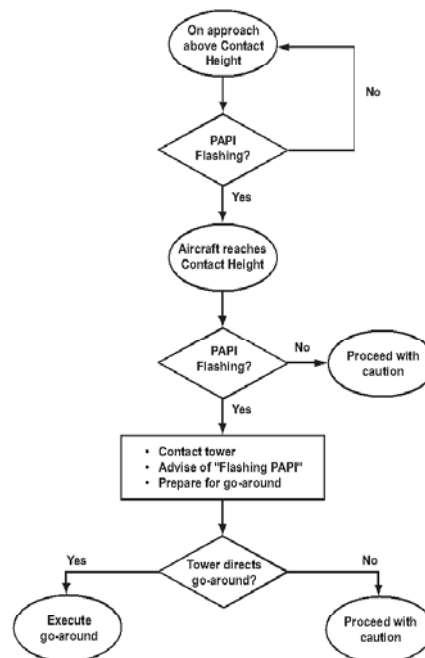
#### Procedures for Approaching Pilots/Flight Crew:

1. When PAPI lights are flashing while on final approach **above** the Contact Height of 500 feet **above** ground level, continue the approach with a heightened level of awareness for conflicting traffic.
2. When PAPI lights are flashing as the aircraft reaches the Contact Height, call the tower and notify them of the flashing lights. Prepare for a possible go-around.

Subsequent actions depend upon the Air Traffic Controller's (ATC) response:

1. When no response is received, or a response is given which does not assure you that the runway will be clear prior to touchdown, execute a go-around procedure as per the Aircraft Flight Manual (AFM) and advise ATC of your actions. Request further instructions.
2. If ATC indicates that the runway will be clear prior to touchdown, continue a normal approach and landing, **after making the determination that no collision hazard exists**.

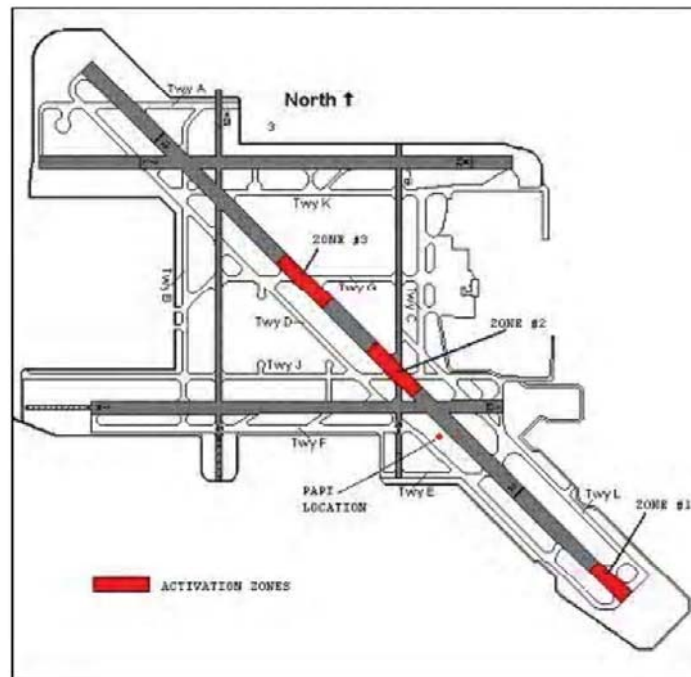
Note: A steady PAPI signal should not be interpreted as indicating the runway is clear. **Pilots are still responsible for ensuring no hazard exists prior to landing.**



**Pilot Procedures Schematic**

### **Departing Flight Crew/Pilots:**

Aircraft entering the Runway 30 departure activation zone will cause the PAPIs to flash. Unless there is another safety concern, flight crew/pilots noticing flashing PAPIs should continue their takeoff procedure — **do not contact the tower**. The PAPIs will stop flashing when the aircraft exits the activation zone.



### **Activation Zones at Long Beach- Daugherty Field (LGB)**

#### **Pilot Participation and Feedback**

Pilots flying into LGB are encouraged to participate in the FAROS operational evaluation. To participate, follow these simple steps:

- 1) Fly into LGB Runway 30 as you normally would. If you observe the PAPI lights flashing, be sure to follow the FAROS pilot procedures as stated above.
- 2) Whether or not you observe the PAPI lights, please provide your feedback to the FAROS team by completing a survey for **each** trip in which you land on LGB Runway 30. Surveys are available:
  - Online: [faros.faa.gov](https://faros.faa.gov)
  - By telephone: (202) 267-8722
  - Via email: [richard.simon@faa.gov](mailto:richard.simon@faa.gov)
  - At the LGB Business Office
  - At all LGB Fixed Base Operator (FBO) locations